BUFFALO — THE SOGES CONVENTION CITY

Scene in Buffalo Harbor. Center — GLF Exchange, Inc. Elevator (John J. Kitching, Supt.). Left Background — Standard Elevator of Standard Milling Co. (John Mack, Supt.). Right — Section of Spencer Kellogg & Sons Elevator (William Mackay, Supt.)

Grain

DECEMBER, 1950

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

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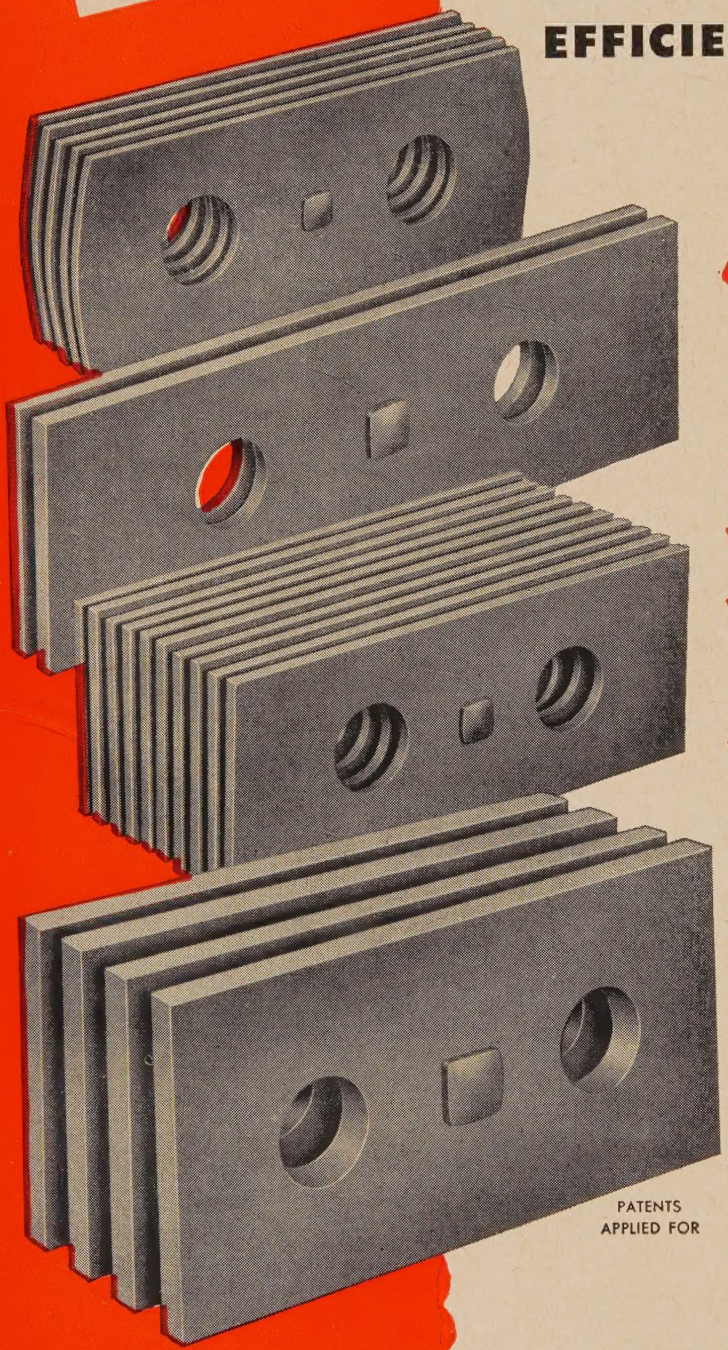

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Elevating and Conveying Methods in Soybean Solvent Extraction Plant

THE elevator and modern soybean processing plant of the Delphos Grain & Soya Products Co. are well worth a visit when one is in the vicinity of Delphos, Ohio. The plant is situated between the Nickel Plate and Pennsylvania Railroads and has trackage to handle up to 40 or 50 carloads of grain and soybeans on the two roads daily.

It is well equipped and ideally located to serve one of the nation's heaviest soybean producing areas. Over 18,000,000 bus. of soybeans are grown annually in a 50-mile radius, reaching over into Indiana on the west.

The general view of this plant shows a 212-ft. high headhouse towering above 112-ft. high grain storage tanks. These have a combined holding capacity of approximately 750,000 bus.

A 209-ft. centers Link-Belt double-leg bucket elevator, operated by a 60-hp. motor, picks up the grain from conveyor belt in sub-basement and lifts it to top of headhouse, where the elevator discharges into a 3,000-bu. hopper scale.

Hopper scale discharges into a pair of 3,000-bu. bins serving the cleaners.

A 25-bu. automatic scale weighs the cleaned grain and discharges it to 36-in. wide conveyor belt and tripper employed for filling the grain tanks.

This arrangement of hoppers and scales permits maintaining an inventory of clean grain in the house at all times.

A 36-in. wide L-B belt conveyor is employed for reclaiming grain from tanks.

Other equipment includes a large drier; a thermometer system for automatically recording temperature of grain in storage; car unloading equipment; car pullers; a 50-ft. long hydraulic truck-dump; and a 50-ton capacity printomatic scale.

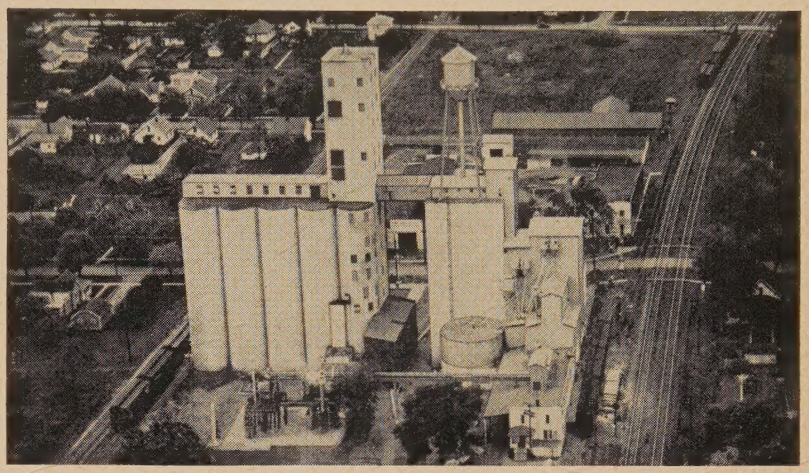
Solvent Extraction Unit

The solvent extraction plant (V. D. Anderson make) has a capacity of 70 to 80 tons per 24 hrs. It was put into operation in Feb. 1949 less than 4 months after contract was signed.

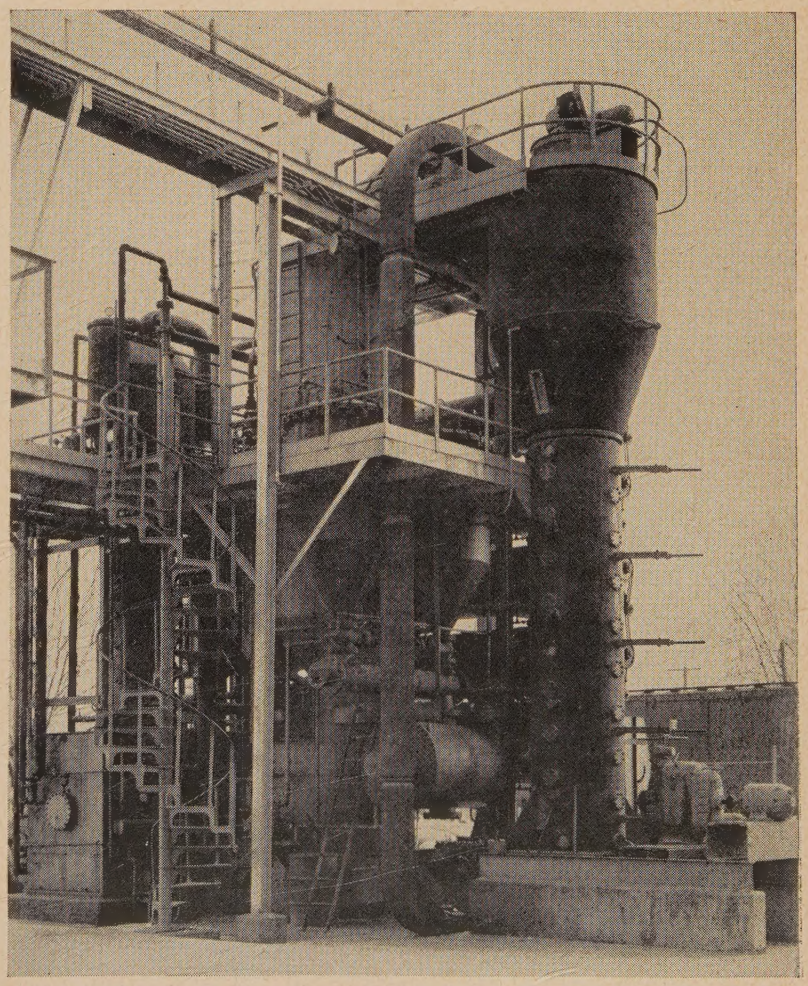
The rated capacity was attained in a short time, with a high quality of oil meal. Production has since been stepped up to 110 tons per day, and the Delphos firm is planning to increase this capacity considerably in the near future.

Solvent extraction is not new to the soybean processing industry but late improvements have made the operation much more economical.

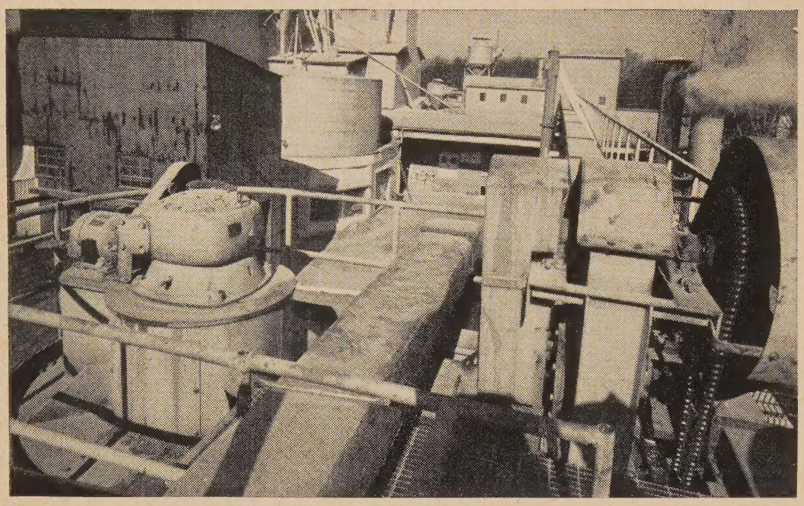
After the cracked beans have been



General view of Delphos (Ohio) Grain & Soya Products Co plant. A Link-Belt 209-ft. double leg bucket elevator serves 212-ft. high headhouse towering above the 112-ft. high grain storage silos, on top of which is a Link-Belt belt conveyor and tripper for filling them. The V. D. Anderson Co. soybean solvent extraction unit may be seen in plant yard in foreground, beyond the trees.



Close-up of Anderson solvent extraction column and rectangular path, run-around Bulk-Flo elevator-conveyor which carries the squeezed extracted flakes up to top unit of bank of solvent recovery dryers. Operation of entire unit is accomplished by remote control from control room in preparation building.



Looking from top of solvent extraction column, toward preparation building. At left is the 2-hp. motor drive to top of extractor through V-belt and a 342 to 1 reduction L-B enclosed vertical worm gear.

The prepared flakes are fed down the column on a series of trays by a slow-speed agitator, which is powered by a 2-hp., 1750 r.p.m. motor through V-belt and a 342 to 1 reduction Link-Belt DWV vertical enclosed worm gear drive.

A late improvement to this extraction column is the addition of adjustable tray openings, giving the operator an extra variable with which to control the operation.

The extracted flakes are carried away from foot of extraction column in a specially designed column discharge device designed along the principle of the Anderson "Expeller."

Here, much of the solvent is squeezed from the spent flakes, thus effecting a substantial saving in steam in the process of recovering the solvent from the extracted flakes.

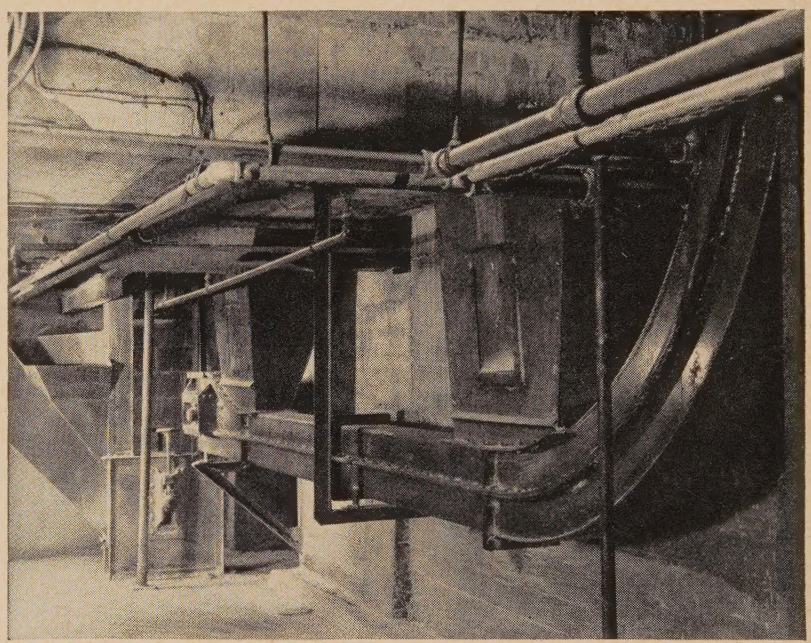
run through a bean heater and steam condenser to reduce them to a plastic state and proper moisture content, they are fed by an overhead Link-Belt screw conveyor into two 24x40-in. Anderson flaking rolls at the Delphos plant.

These rolls flake the beans to a thickness of 8 to 10 thousandths of an inch. Flaking the beans makes it easier for the solvent to remove the bean oil.

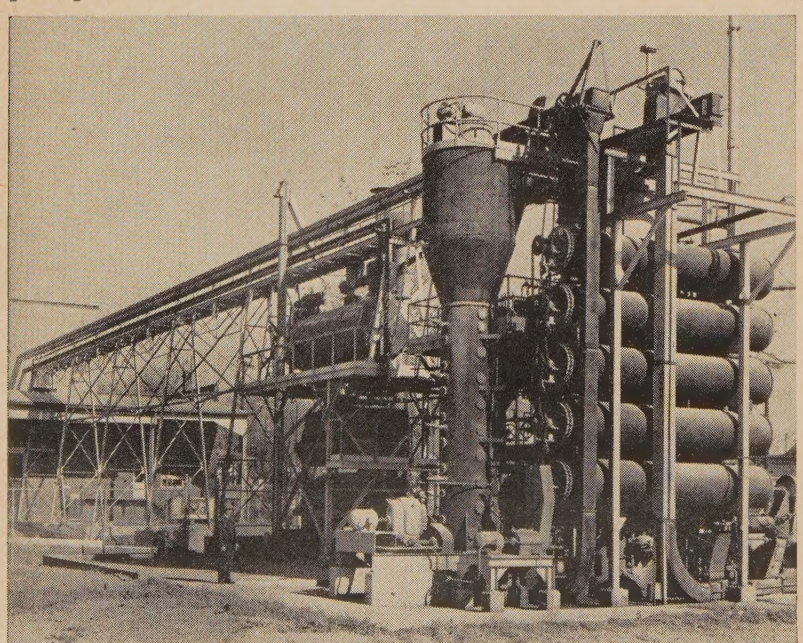
The bean flakes are discharged from flakers through floor to the horizontal leg of an L-path Bulk-Flo conveyor-elevator which raises the flakes above main roof of bean preparation building. This Bulk-Flo has a horizontal run of 25 ft. with two feed inlets, and a vertical leg of 36 ft.

This Bulk-Flo discharges at top of lift to an insulated horizontal Bulk-Flo conveyor, 179-ft. over-all length, which carries the flakes directly into top of V. D. Anderson extraction column in plant yard.

This extraction column is operated on the conventional counter flow principle.



In foreground are the discharge chutes from two Anderson bean flakers to horizontal run of Link-Belt L-path Bulk-Flo conveyor-elevator. In background is foot of a double-leg bucket elevator which elevates cracked beans from the cracking rolls to bean heater on upper foor of this bean and meal preparation plant.



This column-discharge devise delivers to a run-around path Bulk-Flo conveyor and is separately operated by a 10-hp. motor through a Link-Belt P.I.V. enclosed variable speed drive and double-width precision steel roller chain.

The P.I.V. permits any desired variation of rate of discharge of spent flakes and is operated by remote control from a control room in the bean preparation building.

The run-around Bulk-Flo follows a rectangular path of 14-ft. horizontal by 31-ft. vertical.

This combination elevator-conveyor

●

General view of Anderson packaged, outdoor, soybean solvent extraction equipment at Delphos. Horizontal Bulk-Flo conveyors carry the bean flakes between the extraction equipment and the bean and meal preparation buildings. In foreground are the run-around Bulk-Flo delivering extracted flakes to bank of horizontal solvent recovery dryers, and the L-path Bulk-Flo which receives the dried flakes from bottom of this bank of desolventizers.

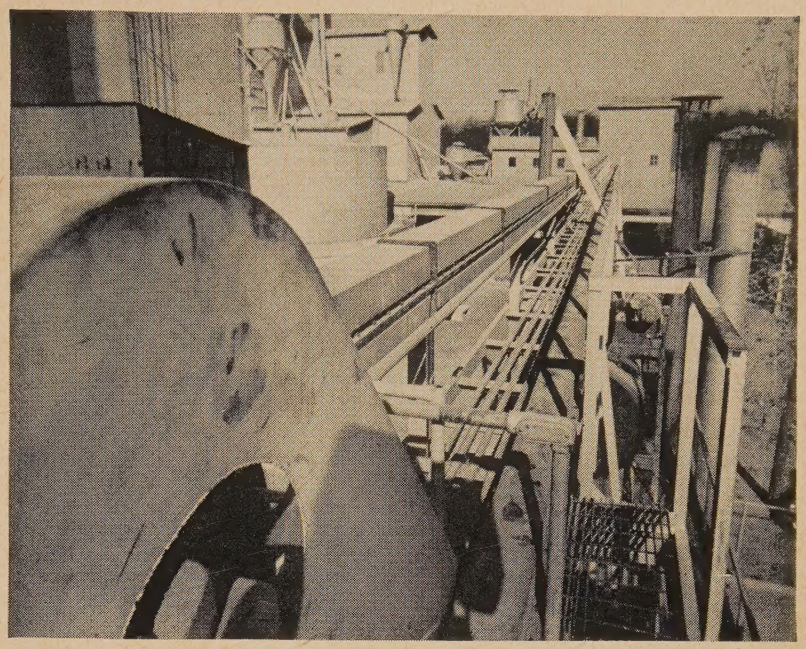
delivers the spent flakes into top unit of a bank of horizontal solvent recovery driers (desolventizers), equipped with agitators, which remove the small amount of solvent remaining in the meal.

These driers and the run-around Bulk-Flo are operated from a 10-hp. motor through a Link-Belt triple-reduction enclosed herringbone gear drive and precision steel roller chain.

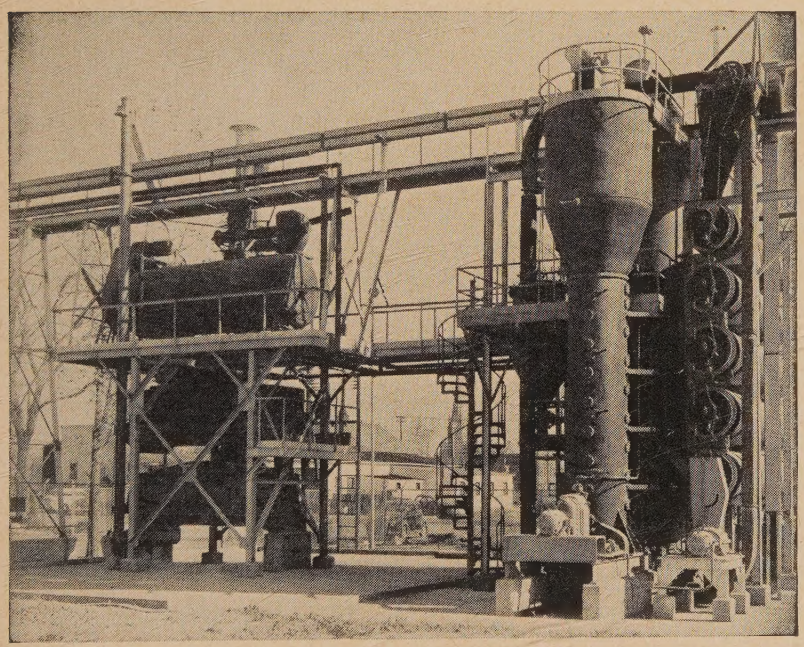
The desolventized meal is discharged from bottom dryer drum to an L-path Bulk-Flo conveyor-elevator, having a horizontal run of 19 ft. and a vertical leg of 35 ft.

This Bulk-Flo elevator discharges into foot end of an overhead horizontal Bulk-Flo of 194-ft. over-all length, extending to outdoor pressure-cooker toaster assembly unit and on into the meal preparation building.

There is a discharge outlet in bottom of long horizontal Bulk-Flo, to permit discharge into steam pressure toaster, in which the meal is cooked along the same principle as is food in a pressure cooker at home, excepting that the soybean meal is being continuously fed into and out of the



The insulated, upper horizontal Bulk-Flo conveyor brings the prepared bean flakes from preparation building to extraction equipment in foreground. At right, at a lower level, is the horizontal Bulk-Flo which carries the spent bean flakes or meal back to preparation building.



Side view of Anderson solvent extraction equipment, showing overhead the two horizontal Bulk-Flo flake conveyors; at right, the extraction column and bank of horizontal solvent recovery dryers; at left, the pressure-cooker spent flake or meal toaster, and (below it) the meal coolers, with screw feeder discharge and vertical screw lift up to horizontal Bulk-Flo which carries the spent flakes to meal preparation building. Note also the P.I.V. variable speed drive to discharge feeder from foot of extraction column, and the triple-reduction enclosed herringbone gear drive with precision steel roller chain connections to solvent recovery dryers and to run-around Bulk-Flo conveyor which feeds this bank of desolventizer-dryers.

toaster through pressure locking devices.

By varying the internal pressures, any desired degree of toast may be obtained.

From the pressure cooker, the toasted meal is discharged by gravity into the meal coolers directly below, from the bottom of which the toasted, cooled meal is conveyed by enclosed horizontal screw feeder and vertical screw lift to the same horizontal 194-ft. long Bulk-Flo conveyor previously mentioned, to be carried into the preparation building.

There the meal is ground and bagged for the market.

Floyd E. Heigel is president of the Delphos Co.; W. J. Suever is general plant superintendent; Lloyd D. Hatt, solvent plant superintendent.

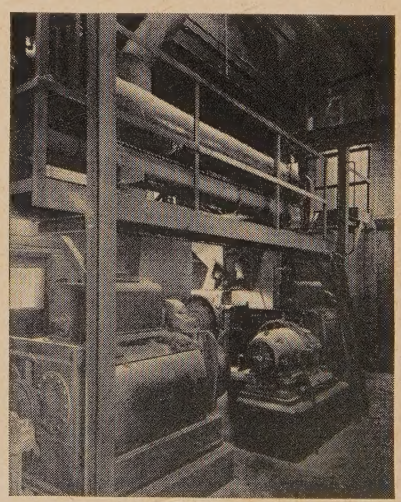
CUTTING STEEL STRAPS

The Los Angeles plant of General Mills, Inc., uses a chain hoist to cut (by lifting) steel straps in Signode grain doors — one end only. After unloading car the balance of door is folded back into car.

EMPLOYER THANKED FOR SECURE JOBS

Buying a full-page advertisement in a Newark newspaper to wish their employer a Merry Christmas, 400 employes of a northern New Jersey firm expressed appreciation of his concern for them. In particular, the employes thanked the head of their company for free hospitalization and free life insurance.

"We like knowing our jobs are secure," the advertisement said. "We like being able to plan a better tomorrow because our company is growing, and we can grow with it."



Two Anderson soybean flaking machines fed by overhead Link-Belt screw conveyor. Flakers discharge to L-path Bulk-Flo conveyor-elevator in basement below this floor.

Ambling Around the Antipodes

By R. B. POW

OUR trip to Australia commenced at Fort William, Ont., on Feb. 18, 1950, but we did not feel we were really on our way until we sailed from Vancouver at 10 a.m. Thursday, Feb. 23. The ship was the R.M.S. Aorangi, a stout vessel of 17,000 tons with accommodation for 622 passengers of all classes.

R. B. Pow

Honolulu was reached on the following Thursday at 7 a.m. where we had until 4 p.m. to revisit some of the places we had often talked about since our previous visit to that delightful spot in 1927.

To me it had lost none of its charm or appeal. Some people claim it has been "over-glamorized", but Hawaii has what it takes in the way of matchless climate, kaleidoscopic scenery, and spiritual allure to make it one of the beauty spots of earth seldom equalled, never excelled. The temperature was 72°.

Crossing the Equator

Four days after leaving Honolulu we crossed the equator at 11:45 a.m. No special ceremonies were held aboard ship to mark the event, and we did not feel any bump as we crossed, nor did anyone lift the line to let the ship pass under. The temperature was 77°, a fine fresh breeze was blowing and it was a beautiful day.

Two days later on March 8 we crossed the International Date Line, which meant that we went to bed on Wednesday night, March 8, and got up on Friday morning, March 10. Our March 9 was just wiped off the calendar.

The Fijis

On Friday, March 10th, at 10 p.m. we arrived at Suva in the Fiji Islands. Temperature here was 82° aboard ship, but it felt very much warmer ashore.

These islands are a British Protectorate and lie about as far south of the equator as the Hawaiian Islands lie north of it. Native Fijians with fuzzy hair and East Indians with smooth black hair make up the greater part of the population, there being only a small percentage of Anglo-Saxons.

Viti Levu is the principal island, being roughly 90 miles from east to west and 60 miles from south to north. All the other islands which form the group are very much smaller and mainly of coral formation. The islands are densely populated. The soil is very fertile and prolific in production. There is no need for shelter except from rain.

There seemed to be a total absence of worry, and everyone appeared to be happy and well fed. However, the balance of population between the Fijians and East Indians will pose a problem in the near future. We left at 12:00 noon, March 11. It was really hot until we got out to the open sea.

New Zealand Impressions

Three and a half days later we reached New Zealand, docking at Auckland at 6 p.m. on Tuesday, March 14. We had dinner at the Trans-Tasman hotel with friends of friends of ours at home. Spent the evening in good company, among others two Canadian couples domiciled in New Zealand as representatives of our two great transportation companies.

We were taken next day for a tour of the city and a long drive in the country. Then on Thursday morning I called on Mayor Allum at the Town Hall and presented greetings from Mayor Badanai of Fort William.

Auckland is a city of 265,000 people. It is built on 65 extinct volcanos, and in consequence one is going either up hill or down at every step. I visited at one home where we entered the house on the ground floor after driving into the grounds on a road that skirted the upstairs windows. Later we went to the basement which had full outside exposure on one side and the roof of the house next door was below us.

Some of the physical configurations of the place are nearly fantastic. The citizens of Auckland are proud of their city and of Rangitito Island, an extinct volcano, a world-famous landmark and guardian to Auckland's harbor.

New Zealand is made up mainly of two islands, the North Island and the South Island, a surface area of 100,000 sq. miles with a population of 2,000,000, and lies between the 35th and 47th parallels of South latitude. The climate of the northern part of the North Island is hot in summer and warm in winter; in the south of the South Island weather in July is really cold.

It is a land of high mountains and deeply dissected hill land. Mountains reach to 12,000 ft. in height, and some of the U-shaped valleys are still occupied by glaciers. It is a tourist and sportsman's paradise. Rotorua (hot and cold springs) Waitono Caves, Lake Tanpo (fishing) and scores of other places equally attractive.

Dairying, farming, and sheep raising are the main agricultural pursuits, but orcharding, tobacco, hops, and others are important also. Anything can be grown in New Zealand.

A Radical Government

The Government of New Zealand since 1865 has been radical in ideas, and in 1935 when the Labour Party took over under the leadership of Peter Fraser, the country soon became the most socialized state in existence. They really have care from the cradle to the grave for every citizen.

The Government bears part of the cost of bringing the young New Zealander into the world and pays his doctor and medical bills for the rest of his life. It regulates his wages and adds a weekly allowance for every child that he supports, provides education from the primary school to the university, lends him books and provides broadcast music, plays, sermons, parliamentary debates and news, domestic and world.

THE author is Resident Manager of the Reliance Grain Co., Fort William, Ont. and a Past-President of SOGES. Before leaving on this trip to the South Seas, New Zealand and Australia we exacted a promise that on his return he'd write it up for readers of "Grain." We've hounded the life out of him until he has finally fulfilled that promise. It is an interesting travelog with light, gay touches. Grain is only incidental to the trip itself — but the account of the Terminal Elevator or "Wheat Silo" in Sydney and wheat selling methods make absorbing reading.—EDITOR

It settles how much money shall be in circulation from day to day, and how much any citizen shall spend in other countries and what he shall buy. It builds houses and fixes rents, licenses industries, lends money and regulates prices.

It buys and markets all the farmer's butter and cheese and fixes the prices, both what the farmer receives at the factory and the housewife pays at the shop. It gives or withholds at pleasure permission to travel abroad and settles the amount the traveller shall spend on his trip. Nothing is too great and nothing too small to receive attention in every detail.

However, in 1949 the Farmers Party was returned to power when the country was alarmed about the soundness of the financial basis of all the Social Security schemes. The history of the conflict between the native Maoris and the British settlers from 1814 to 1880 reflects little credit on the conduct of British Governments and settlers.

We left Auckland during the night of March 16 and started our voyage across the Tasman Sea. That sea, we had been told, was invariably rough, but we found it quite smooth on this particular trip.

We reached Sydney on Monday morning, March 20, passing through the Sydney Heads at 6 a.m. The main docks are about 5 miles from the Heads and about one mile from the General Post Office & Town Hall.

We were duly inspected between the Heads and the Dock. Passing under the Great Arch Bridge, we docked about 10 a.m. However, we did not get away from the ship till 11:45 because of a strike.

Strikes Abound

Australians are the most strike happy people in the world, and will indulge in their favorite pastime with or without provocation. This particular strike was over an extra lump of sugar in the forenoon cup of tea, and as a result the ship's crew put the luggage off the boat and after that it became the responsibility of the individual owner.

We finally reached our hotel — The Wentworth — at noon. Most of the afternoon was spent in running down ration cards for tea, sugar and butter; and passports, landing cards, and any other identification the clerk in the ration office felt like asking for, had to be produced ere the cards were issued.

Sydney Highlights

Sydney is a wonderful city, built around the harbor. The extent of the port is 21 sq. miles, and the distance around the shore line is 175 miles which gives some idea of the number and extent of the sea arms which form the harbor. The largest vessels in the world can enter with safety at any state of the tide, day or night.

The Bridge is the most spectacular engineering feat in Australia. It is 445 feet above water at its highest point, is 2¾ miles long, 160 ft. wide with four lines of railway tracks, six lanes of vehicular traffic and two 10 ft. sidewalks.

We spent 10 days in and around Sydney, visiting a few of the parks and beaches in the city, the Blue Mountain district around Katoomba, Bulli Pass, and the National Forest. Through the kindness of F. Ford, the Australian High Commissioner to Canada, I had received letters of introduction to Premier McGirr and the other Ministers of the Government of New South Wales; also a letter from Mayor Badanai to deliver to Lord Mayor E. O. O'Dea of Sydney.

All the visits that delivery of these letters entailed were very enjoyable. We were the Lord Mayor's guests at a performance of the Sydney Philharmonic Orchestra and two receptions.

Terminal "Wheat Silo"

One with a background such as mine had to visit the Terminal Elevator, or the Wheat Silos as they are known locally. My first inquiry as to the location of the elevator elicited the reply, "There isn't one." Perseverance found it — a concrete structure with 7,500,000 bus. capacity, five receiving legs, 20 unloading pits, five

"Grain"

DECEMBER 1950

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shipping legs. Automatic scales of 6,000 lb. capacity are used throughout.

All cars for hauling grain are built specially for that purpose and are not used for hauling anything else. Capacity of these cars vary from 10 to 20 tons. They have from six to ten hoppered openings in the bottom and unloading presents no problem. Cars are merely spotted over the pits, the hopper valves opened by hand, and the grain drops out.

The cars are of the open gondola type, they can be covered by tarpaulins, but this is rarely necessary because of the dry weather that prevails during the shipping season.

No Wheat Grading

Wheat is not graded, but is sold on sample known as F.A.Q. (fair average quality). The average is procured by gathering a quantity of the run of wheat from each district and mixing a huge sample, portions of which are sent to prospective purchasers, domestic and foreign.

When the elevator was built 30 years ago, a number of cleaning machines were installed. They have never been used. F.A.Q. takes care of cleaning.

Wheat in the wheat growing districts in the interior is gathered into a number of interior elevators, and is then shipped to Sydney in solid grain trains as required.

Speaking of railroads, the five states which divide the most of the continent among them were so jealous of each other that they built their railways each with different gauges, which means that every time a railway traveler crosses a state border he has to change trains.

After putting up with this for years they are now talking of standardizing the 28,000 miles of railroads at a cost of about $500 million.

Australia has an area of 3,000,000 sq. miles and a population of 8,000,000, of which two-thirds live in cities and towns. Discovered in 1770, it is the smallest in size of all the continents, but the oldest geologically, being eons older than all the others. The highest mountain is Mt. Koscinsko, 7,328 ft. The erosion of wind, rain and sandstorms throughout the ages has practically leveled them all.

The country is on the verge of a great development. It has every mineral in abundance, vast forests, huge areas of agricultural lands. Its climate is equable. It is a land of great opportunity.

Oil Is Absent

About the only thing lacking is oil. To date this has not been discovered but the search goes on. Perhaps in the great deserts of the interior, whose surface often lies up to 60 ft. below sea level, at some future time they may strike oil. Then watch Australia grow.

Our return was over the same course and the journey was equally pleasant, except for the fact that the International Date Line was crossed on April 8, so we had two April 8ths, and I was nicked for two birthday presents.

My argument that the second celebration tokens an added year is still in process of dispute.

CONFERENCE ON MATERIALS HANDLING SET FOR CHICAGO

The most extensive discussion of materials handling problems, a phase of industry which now involves upwards of 25% of production payrolls, has been announced for the Materials Handling Conference to be held at the International Amphitheatre, Chicago. The conference will be held during three of the five days of the fourth National Materials Handling Exposition, April 30 to May 4, inclusive.

The conference will be sponsored by the American Material Handling Society and the exposition by the Material Handling Institute. Unique features of the conference will include sponsorship of portions of the program by the society's regional chapters, and separate sessions devoted to industries with special problems.

HONOR ROLL

Standing of members who have secured new SOGES members since the last convention. If YOUR name isn't on the list try to put it there by next month.

Lee McGlasson, Seattle 7
John Mack, Buffalo 5
James Auld, Minneapolis 3
John J. Kitching, Buffalo 3
R. K. Krebbs, Kansas City 3
E. A. Christie, Cedar Rapids 2
Paul Christensen, Minneapolis 2
Charles Delzell, Kansas City 2
Ward Stanley, Kansas City 2
Ralph Yantzi, Kansas City 2
Vincent Blum, Omaha 1
Sid Cole, Chicago 1
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Art Osgood, Minneapolis 1
Russell Paarlberg, Hammond, Ind. 1
E. J. Raether, Minneapolis 1
Felix Schwandner, Champaign, Ill. 1
Wm. Weatherly, Galveston 1
Charles Winters, New Orleans 1

Total 49

WARD STANLEY
Kansas City, Mo.

THE PRESIDENT'S CORNER

Noel

ON FORMER occasions these articles have been about matters that affected all American citizens. It is hoped that the present one may be about that which affects all mankind.

We are now rapidly approaching that season generally called "Christmastide." For all too many of us, our thoughts and efforts are on pleasures and presents. Certainly the season should be filled with joy for all Christian people because if the event giving rise to this holiday had not come to pass, where would all the Christian world be today? Not as one without hope but with all hope gone! It would be as bewildered and leaderless as the Japanese nation was when it learned, beyond doubt, that its mikado was not a god.

Joy Is Not All

It is meet and proper that all should be joyous, exchange gifts and show more benevolence than normally, but is this the end, the terminal of the Christmas spirit? Is it not well and for our own benefit that we think deeper and deeper into the real meaning of the season?

It is true and pitiably true, that in all our land the majority of homes have one or more copies of the Holy Bible, which is often tucked away in some obscure place and occasionally misplaced. In our hotels the Gideons have tried to have a copy of it in every guest room.

If one talks to the average man about the Bible, more than likely he will get some such expression as "I read it some but I don't understand it"; or "I don't like all the 'begats', etc., and the 'thees' and 'thous' in it."

Does one need to read the genealogies and the many accounts of the happenings to the "chosen people"? It is only the theologians or the Biblical scholars who delve into such matters. How then may the average everyday ordinary fellow get a grasp of the Bible?

The Red Line Bible

Here is a suggestion: Without regard to the number of Bibles you may have, buy a *red line* one where all the sayings of the Saviour of men are printed in red. Read these thoughtfully, and enough of the other to get the circumstances where and why the utterances were made. You'll be amazed how few these sayings are and how short a time it will take you to read all of them.

Remember it is basic that one gets out of anything in the nature of character building or inspiration just

Chicago SOGES members and guests gathered in front of the Schlitz Brewery in Milwaukee. The buggies in picture are part of the 100th Anniversary Celebration of the C.M.&St.P. Railroad.

what one puts into it — and no more.

Try standing on an eminence and view an extensive landscape — its shades and tones, its shadows and lights, its rugged strength of frowning power and its expansive, quiet placidity. Study it until you form a lasting mental picture to which in after days you can turn for pleasant contemplation. Or give that same landscape a fleeting glance and in after days you have a blur and nothing wherewith to evoke either contemplation or inspiration.

Read Thoughtfully

So as you read the "red lines" not with a fleeting galloping mind, but in quiet honest earnestness, thinking of the principles contained in them, there will gradually grow into your consciousness a full realization of what life and duty are. You'll understand how to be a better father, a better citizen, a better neighbor and a better man, but getting only as much out of this as you put into it.

What has all this to do with Christmas and the Christmas spirit? It has everything to do with it. Can you not see that the better man you are, the better man you will be to your family, the better neighbor you will be to those about you, the better citizen you will be to your community, your state and your nation, and the Christmas spirit will abide with you throughout the year.

Self Analysis

Finally and as a plan for self analysis let it be said: Poor indeed is that man, and near to moral bankruptcy is he, who does not take frequent inventory of himself and clearly and honestly on the one side of the balance of life place his acts and accomplishments and his virtues; and on the other side of the balance his failures and his vices; and then stand back and contemplate it to see that the beam is not so evenly balanced that a little weight on either side would weigh it down.

U.S. INDUSTRY OUTWITS STALIN

American industry has defeated Soviet Russia's attempt to hamper our steel-making by cutting off supplies of manganese needed for alloys. The importance of manganese is shown by the fact that about 13 lbs. of the metal were used for each ton of steel made during 1949.

During the first 4 months of 1949, Russia supplied about 15% of our manganese imports, but cut this total down to 1% in the corresponding 4 months of 1950. However, American businessmen managed to increase purchases in Africa and in India, so that total imports of the metal increased 24%.

CHICAGO CHAPTER JOURNEYS TO MILWAUKEE

Members of SOGES, Chicago Chapter, guests of the Milwaukee "Supers" were met at the depot on Nov. 14 with an array of old time buggies and surreys and rode in splendor to the plant of Jos. Schlitz Brewing Co.

Al. Flanagan, Frank Hanke and William Herndier, representing Jos. Schlitz Brewing Co., acted as hosts. The entire party was escorted through the plant and great interest was shown in the brewing process, the bottling and shipping facilities and especially the grain elevator operating procedures.

After the tour, pictures of the group were taken, followed by "Smorgasbord" and Schlitz's "pride," which was served to about 65 appreciative members. Dinner followed at the Metro Hotel in the evening, at which Dr. John H. Parker, Director of the Midwest Barley Improvement Association addressed the group, reviewing in outline the work of the past 11 months, commenting on the 50-page annual Progress Report and told of the work of A. J. Lejeune, Agronomist, whose appointment took place a few months back.

Mr. Lejeune spoke on seed certification, the association's services and explained some of the statistics given in the Progress Report. Members from Wisconsin all did their part in making the meeting the success it was. One guest, George C. Fortune, with Balfour, Guthrie & Co. of Portland, Ore., then and there decided to become a member and will affiliate himself with the newly formed Seattle Chapter. The ride on the "Hiawatha" back to Chicago was of the kind where the "parting grieved us all". The trip was well worth the time in the knowledge gained.

SOGES CHAPTERS AND DATES

1st TUESDAY—**Minnesota** SOGES Chapter. Robert (Bob) Ranney, Ralston Purina Co., Minneapolis, President; Ray Bakke, Pillsbury Mills, Minneapolis, Vice-President; James Auld, Hales & Hunter Co., St. Louis Park, Secretary.

2nd TUESDAY — **Omaha-Council Bluffs** SOGES Chapter. Vincent Blum, Omaha Elevator Co., President; W. S. Pool, Nebraska-Iowa Elevator, Omaha, Vice-President; Frank Guinane, Interstate Grain Corporation, Council Bluffs, Secretary.

2nd FRIDAY — **Central States** SOGES Chapter. M. M. Darling, The Glidden Co., Indianapolis, President; N. R. Adkins, Ralston Purina Co., Lafayette, Secretary.

3rd TUESDAY — **Kansas City** SOGES Chapter. Andy J. Olson, Cargill, Inc., Kansas City, Mo., President; Robert T. Congrove, Standard Milling Co., Kansas City, Mo., First Vice-Pres.; L. C. Smith, Machinery & Supply Co., Kansas City, Mo., Second Vice-Pres.; R. K. Krebs, Norris Grain Co., Kansas City, Mo., Secretary-Treasurer.

3rd TUESDAY and 1st MONDAY, alternately — **Chicago** SOGES Chapter. Harry Hanson, Glidden Co., Chicago, President; Dale E. Wilson, Northwestern Malt & Grain Co., Chicago, Vice-President; Russell Paarlberg, Farm Bureau Milling Co., Hammond, Ind., Secretary.

3rd THURSDAY—**Buffalo** SOGES Chapter. Cornelius Halsted, General Mills, Inc., Buffalo, President; James Burns, Pillsbury Mills, Inc., Buffalo, Secretary.

QUARTERLY—Pacific Northwest Chapter. Lee McGlasson, Fisher Flouring Mills, Seattle, Wash., President; George Watson, Crown Mills, Portland, Ore., First Vice-President; Verne Erickson, General Mills, Inc., Spokane, Wash., Second Vice-President; O. E. Christensen, Albers Milling Co., Seattle, Secretary.

ATOMIC ENERGY COMMERCIALLY APPLIED

Atomic energy research benefits small business, according to an article in the August issue of the "Technical Reports Newsletter" just released by the Office of Technical Services, U.S. Dept. of Commerce.

Giving specific examples in metallurgy, electronics, plastics, chemicals and other fields, the Newsletter article points out that "byproduct information" from nuclear science investigations has values to all types of manufacturers, and implies that small companies who do not keep in touch with atomic energy research papers may be overlooking significant technical opportunities.

The sale of non-secret Atomic Energy Commission technical papers to U. S. business firms is now handled by O.T.S.

Other items in the current Newsletter refer to: Recent Naval Research Laboratory technical reports in various fields; weather and the building industry; a directory of pest control materials; industrial salvage practices; and galvanic corrosion. A survey of German achievements in paints and protective coatings is reviewed.

Single copies of the August issue of the Technical Reports Newsletter are available without charge from the Office of Technical Services, U. S. Department of Commerce, Washington 25, D. C., or from U. S. Dept. of Commerce field offices.

HOW ABOUT DRAFT DEFERMENTS?

The stepped-up draft calls and prospect of inductions in higher age groups add to the headaches of employers already harassed. Present deferment policies are weighted against continuance of peacetime employment for the 19-25 age group and the burden on employers will increase as men with dependents begin receiving induction orders.

Approval of the Dependents Assistance Act of 1950 by President Truman recently opens the way for calling up large numbers of men supporting legitimate dependents. If they are married and maintaining a bona fide household with children, chances of deferment are good at present. Occupational deferments will continue to be much more closely scrutinized according to our information.

Deferment of particular applicants for any reason is left largely in the hands of local Selective Boards guided by state and national regulations. Local conditions play an important part in determining eligibility for deferment. Agricultural workers, for example, may be deferred but only if they are on a farm in the production of agricultural products for market. Even such men can be inducted, however, if the products are in a luxury class or if they are working merely on a "subsistence farm" so-called, of a relatively few acres and of relatively little, if any, commercial importance.

Non-farm workers, including employes of mills, elevators and other plants handling or processing agricultural commodities will find even tougher going in obtaining occupational draft deferments. According to our information such men must prove they are virtually irreplaceable or engaged in critically important work related to the public health, safety or in the general public interest. Even then, deferments will be of a temporary nature (6 months).

Selective Service has cautioned employers to take into account the probability that liability next will fall upon the group above 25 years of age, and that the degree to which these men can be retained in civilian occupations will depend upon the following: (1) The extent to which men under 26 have been inducted. (2) The extent to which full utilization of males in the upper thirties, and females, has been achieved.

SPENDING RISE

The Federal government is spending nine times as much money today as it did in 1932. In that year, Federal government expenditures added up to $4,600,000,000. Today they add up to $43,500,000,000.

Human Engineering

This is the second and concluding part of a Panel Discussion on an increasingly important subject. Whether personnel relations are good or bad in any plant depends on certain fundamental factors. The superintendent who is ignorant of these basic truths and does not take the time to inform himself about them is headed for trouble. The members of this Panel from the National Safety Council are thoroughly competent to discuss the problems involved.

Mr. Ruddick: The modern concept of industrial management leads me to the opinion that the good safety man, the good training man, the good personnel man is strictly in an advisory staff spot. He should not take over the functions of the supervisor. If he is good in that job, he will enable the supervisor to handle his problems and, at the supervisor's request, possibly handle the more obstreperous cases for him—but only at his request. And I would divert all the activity to the supervision line, because you are going to draw them away from the feeling that they are a part of management. I think this has been the tendency in the past—to "throw" more to them and develop their ability to handle problems as they come up.

Mr. Steel: We are hiring or bringing into our company a group of young college graduates, engineers, to train them for supervisory jobs.

Every supervisor in our plant thinks he is a good supervisor. He thinks he knows his business and doesn't need this training. But you watch him for a while and you will note his deficiencies. How are we going to tell him about these young fellows?

Mr. Leitner: Your problem is one of having new supervisors brought in and yet you must save the feelings of the old line supervisors.

We had a case in which one of our superintendents from the Chicago office made a visit to one of our plants. When he noticed an operator on one of the machines not going as rapidly as he thought she ought to be, he got her aside and said, "Here is the way you ought to do it"—bing, bing, bing, moving both arms like this (demonstrating).

It so happened that the cost control department had spent a long time developing the best method for that particular job, and it called for the operator to use one hand to flip the item in his hand and relay it that way (demonstrating), but the superintendent wanted her to go like that (demonstrating).

Here was a top level supervisor disrupting the morale at the plant level.

In going through the plant, the industrial relations man happened to catch sight of this incident. He is an aggressive fellow. He realized, "I've got to do something here. I have got to save face somehow." What he did was to go over and tap the superintendent on the shoulder and say, "Have you met the foreman in this department? If not, I would like to have you meet so and so."

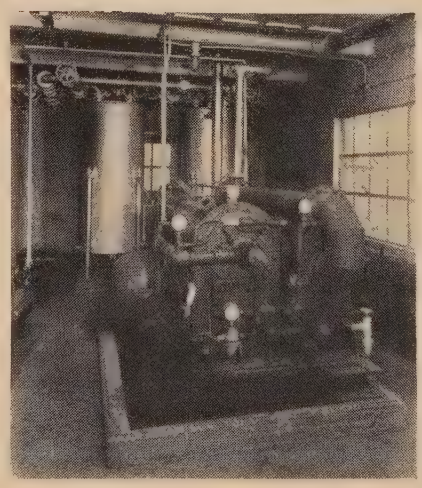
He got him away from this operator, and he said, "Incidentally, this foreman is charged with the responsibility of all these women. If anyone is not doing the job properly, it is his job to tell that woman how to do that job."

Well, imagine the look of astonishment that came over that superintendent's face. But he remembered that you should preserve your line of supervision. He recognized he was "off base" in trying to show an operator something that he was not too sure about himself. If he did have anything to correct he should have talked to the foreman about it. That foreman relationship must be kept sacred.

Charles Moberg (*Kraft Foods*): Since foremen are selected as foremen for a very special reason, why does Mr. Ruddick recommend training foremen?

Mr. Ruddick: That is one that is often asked because adults don't like to be educated.

Maybe our approach should be in a little different direction, but toward the same goal.



This Roots-Connersville Inert Gas Generator is a principal unit in a broad protection program adopted by Central Soya Company, Inc., of Fort Wayne, Ind., through which the company reduced its insurance policies in number from 500 to 3 on its soybean oil extraction plants. The company not only reduced the hazard from flammable hexane gas but is reported to have saved approximately $6,000 per month in insurance premiums.

I firmly believe that you should base your training on the premise that the supervisor will be helping you to set up your program. Show him that he will be assisting you by his discussion—helping you to solve problems.

If you approach your supervisor in this way I think he will be more inclined to cooperate and not get the feeling he is being educated. Get him to help you and offer to help him. I think if you do that, some of the reluctance to be educated or trained will be removed.

Mr. Nelson: Most of the talk here this afternoon has been about foremen treating their employes in a little more humane manner. What I want to know is where does the safety man fit in? How does the safety man help the foreman or supervisor treat these individuals and act a little more humanely to them?

Mr. McMullen: I don't believe that is the safety man's duty. I think that is definitely a matter of training which s h o u l d come through the training department for supervisory training.

I don't believe the safety man in any plant can direct or even attempt to direct the activity or the handling of the employe.

That may sound a little blunt, but I believe if he attempts to do that he is going to find himself in a "kettle of hot water" all the time.

He can advise on safety problems and try to work with the foreman in that way and perhaps try in a persuasive manner to get the foreman out of the frame of mind of saying, "Oh, the hell with that. If he is dumb enough to do an operation that way, let him get hurt." He should at no time attempt to take any part of the actual supervision of that foreman away from the people who need supervising.

Mr. May (*Mars Incorporated*): Should he then direct his intentions as an influence on the training department and put pressure there for proper training?

Mr. Ruddick: I think he would certainly be justified in asking for the co-operation of any training that

he might develop out of a situation of that kind.

I believe it is generally true in most plants that the safety director does not have any actual authority. He works with every supervisor and every department in the plant and also with the employe. Therefore, any problem he has should be taken up with the department supervisor concerned. He should consult with him, and from there on out it is the supervisor's "ball."

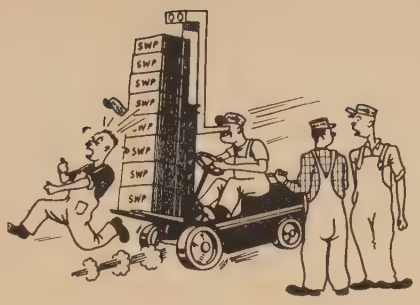
Mr. Hutzley *(Campbell Soups)*: To get back to how a safety man can help a foreman, I should like to add that you find many times that people in the plant will say something to the safety man that they will not say to the foreman.

Mr. Parsons *(Carnation Company)*: Do the same factors exist in causing lost time as those found in causing minor first-aid cases?

Mr. Leitner: I don't believe they do. Frankly, the same set of factors are not brought into play.

I think if you check over the statistics in a plant, invariably you will find that the department with the most lost-time cases will probably have the lowest minor first-aid injuries, and the department having the highest minor first-aid injuries oftentimes will have the lowest lost-time record.

In other words, it tends to show there are different factors in operation. Just how and what those factors are, I am not able to say.



"Joe used to be in the submarine service."
—Palette and Brush

Mr. Haven: It seems to me that the potential is there.

We used to have many lost-time accidents in one particular department. This situation has since been corrected. In that division we had a machine composed of a knife that slides over another knife. On the top there was a broad piece of steel with holes that would get clogged with dough. There were also holes on the under-plate which moved across the top plate. When these plates registered, the fellow who was digging the dough out would sometimes get his finger all the way through. Then when that knife went back it would take his finger off at the first joint or second joint. Sometimes he would only get a little nip off the end of his finger.

I think you will find that many of these minor accidents are potentially serious accidents. The fellow didn't have a serious accident as he was just lucky. He didn't get his finger all the way through.

Mr. Quesnel: I think fundamentally the causes which result in first-aid cases are the same causes which result in lost-time accidents. It is just the question of severity, and I don't think we should get severity and frequency mixed up.

We have in our company a policy of having all the first-aid cases reported on a first-aid blank prepared for that purpose. We want the cause of that first-aid injury investigated by the safety committee and known to the manager of the plant in order to prevent a repetition of the accident, which in all probability may be a lost-time accident or a lost-time case.

So, fundamentally, I think the causes are just about the same; only it is a question, as Mr. Haven says, of luck as to whether one is a first-aid case and the other a lost-time accident.

Mr. O'Leary *(Corn Products Refining Company)*: I would like to have the Board comment upon punishment of the injured for violation of a safety rule, or punishment of the

violator of a safety rule in which a near miss is concerned.

I am sure that Human Engineering is a reward. I am sure that most of your companies have disciplinary actions written up in your union contracts or rules.

I just wonder what the Board thinks with regard to disciplinary action to take against the violator of a safety rule.

Mr. Ruddick: I believe the safety engineer or the safety director can be a good example. There is not much he can do in a direct way to help the foreman in this Human Engineering problem, but he can be an example himself. Certainly when he confers with the foreman and advises him on his problems, he can, of course, use the techniques which we know are correct. I believe in that way he can help the foreman to realize the better approach.

Now, as to discipline, I think if the safety engineer will utilize the means at his disposal—the forms he makes up for reporting accidents, the investigations which he tries to get the supervisors to handle so that they are taught causes—I think these devices, such as reports, can be so designed to work in Human Engineering and indirectly have a bearing on the foreman's approach.

For example, about three or four years ago a chap from Carnegie Steel introduced a cause code, which was the basis of cause forming accidents. Not one place in that cause code was there any room for carelessness on the part of an individual. It was based on the premise that if the employe does something they are liable and the company responsible. The employe is liable because he hasn't been properly trained in the correct method; he has not been supervised properly.

So I believe we can do away with the need in accidents if we gear our program toward cause classification. If we get to the basic causes, where possibly management is at fault, or the supervisor, the other worker, or possibly the attitudes and the other psychological approaches in the individual, then I think we will do away with the necessity for discipline and reduce our frequency accordingly.

Mr. O'Leary: If you discipline the men for absenteeism, failure to report on time, leaving the job before quitting time, coming in intoxicated, and so on, why not discipline them for violation of safety rules?

Mr. McMullen: In my opinion to discipline a man for a violation of a rule is quite another thing from disciplining him because he has had an accident because of a violation.

We are very much against penalties in case of accident. We feel that the man has already suffered enough by virtue of his accident, and anything that we might do in the way of further punishment is only going to build up resentment and ill will towards the company or towards his supervisor.

We feel that no individual is going to deliberately go into a plant and injure himself, although there might be a few isolated cases of that, and, therefore penalty punishment for an accident which has actually occurred is a little bit out of order. But when it comes to insisting on observance of rules, that, again, is another thing. I think probably you would be justified in some sort of penalty for a willful violation of a safety rule or any other rule you may have.

Mr. Groff *(American Maize Products Company)*: We had a case out at at the plant concerning a young fellow about twenty-three years of age. He was too young to go to the Army or, rather, he got a job in order to keep out of the Army. He was cited about seventeen times for violation of safety rules. He was in a truck one day with one of the fellows. Although he was not driving, he put his foot down on the gas and caused the truck to hit a construction shanty. There were about five fellows around that shanty. Fortunately they escaped injury, but it could have been quite serious.

Then, to give you another instance, this fellow was throwing snowballs one day, and he happened to hit one of the fellows in the face with one of them, a fellow who was in a truck.

The "pay-off" happened about a month ago. He was working in a special construction gang on the fifth floor of a refinery. While he was up there he took a hundred pound paper bag, filled it with water and threw it down on everyone who came up on the elevator. So we fired him.

Mr. McMullen: I think definitely that the time and the use of the penalty for the violation of a rule depends entirely upon the degree of the offense.

I believe in our plants, after that first offense, the man would have been fired right there, because it was serious enough, and he was wilfully endangering the lives of five other people. It was serious enough to indicate that he was an irresponsible person, and I don't believe we would follow it along very long on that basis.

Now, in the case of a minor offense, we would probably give him a warning and allow him to stay on. But when anything directly involves human life, I don't think we could "ride along" with it.

I think the attitude of the people who pay the compensation would have a lot to do with the case of a man who comes in intoxicated. Certainly they would not pay compensation on such a case without fighting.

Mr. Groff: We don't let him work; we send him home. But we can't constantly keep sending him home. On the other hand, if you fire him, they say, "Well, the fellow lost his arm here and that is the way you treat him."

Mr. McMullen: In our case, we send them home. If they are intoxicated, we send them home before they get into the plant. If they should happen to get by our watchman and report on the job, we may even send them home once or twice. But the third time—I don't know, I think we would get rid of him.

ON THE SAFETY FRONT

Conducted By
CLARENCE W. TURNING, SOGES Safety Director

GRAIN INDUSTRY TRUCK HOISTS

By Robert E. Ryan

Truck hoist accidents are a serious problem in the grain industry. Each year — particularly during the busy harvesting season — individuals are injured and trucks, as well as grain elevator buildings, are damaged. To prevent accidents of this type, the following standards are suggested:

1. The operating control should be so located that the employe operating the hoist will be protected from injury. This control mechanism, however, should be so located that the employe operating it can see the hoisting operation clearly.

2. The control should be of the "dead-man" type, to prevent any employe from leaving it while the hoist is in operation. This type of device is relatively simple and inexpensive to install.

3. No unauthorized person should ever be permitted to operate a truck hoist. All persons operating hoists should be fully instructed in their operation.

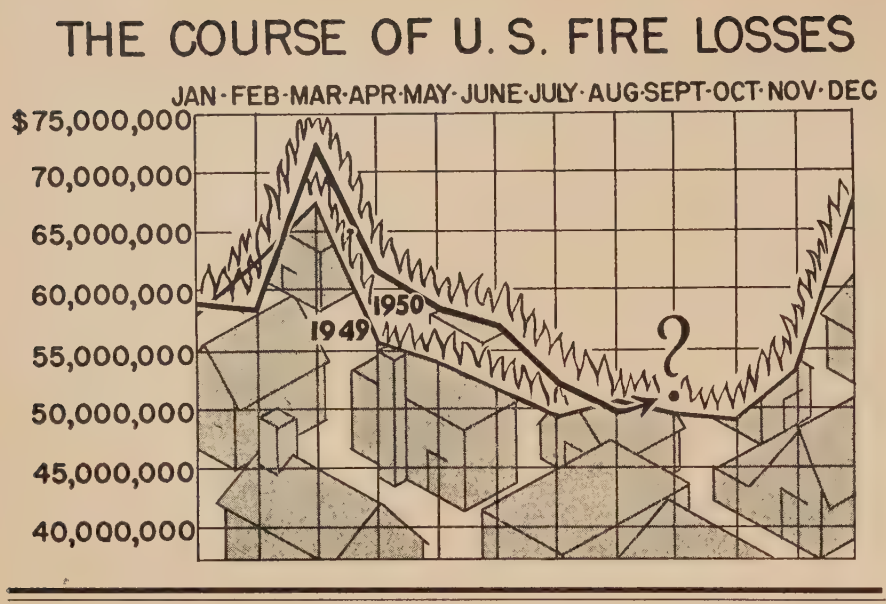
4. There should be sufficient unobstructed height in the grain dumping area so that the largest trucks serviced can be hoisted to a pitch sufficient to dump the grain without the truck striking the ceiling or other obstructions, such as beams.

5. Cradles used on truck hoists should be large enough to hold the tires of the largest truck serviced.

6. Drivers should be instructed to leave their vehicles out of gear with the brakes unset when hoisting is going to take place. Blocks should be placed in front of rear wheels after the truck has been hoisted to the proper pitch.

Construction of Building

Many old elevators were made to accommodate either wagons or small trucks. To get the large trucks in use today to the proper pitch to dump the grain, the nose of the vehicle may be forced up against the overhead rafters — damaging the



hood or radiator of the vehicle. This type of accident is common in grain elevators with storage bins located over the alley driveway. On those elevators that have a separate driveway attached to the building, it is easy enough to raise the roof of the shed — and in most cases this has been done.

In elevators where it is impossible to raise the roof to a sufficient height to insure that trucks will not strike overhead obstructions during hoisting operations, other precautions should be taken. These precautions may take the form of some type of limit device on the hoisting apparatus, an electric eye which will stop the hoist when the truck reaches a certain height, a movable bar which will stop the hoist by means of a micro-switch when it comes in contact with the body of the truck, or other suitable means.

Location of Hoist Control

The location of the hoist control is frequently a contributing factor in accidents. This control should be so located that in the event of accident, the employee operating the hoist will not be injured. To prevent damage to property, however, this control mechanism must be located so that the operator can see the hoisting operation clearly. This control is usually located in an offset area so the operator does not have to stand in the driveway, and to permit him to see the grain unloading.

Unfortunately, the operator often cannot at the same time see the hoisting operation at the front end of the truck. With his concern for getting the wheat out of the truck, there is sometimes the human failure to cut off the hoisting operation in time to prevent the truck from colliding with the overhead structure. To prevent this type of accident, the offset area should be constructed so that the operator has a clear view of the entire hoisting operation — while still being able to view and control the flow of grain from the truck.

Hoist Control and Operation

The increase in the size of truck tires has accounted for the number of hoist accidents. Most of the hoists were built to accommodate smaller tires and do not have Y Cradles. The correction for this situation is to extend the cradles to accommodate these larger tires.

On some of the newer installations, the manufacturers have left some sharp burrs in the side of the cradle which cause cuts in the tires of the trucks. This condition can easily be remedied by a file or a welder's torch.

Two other causes of hoist accidents are the brake being set on the truck, or the truck being left in gear by the driver. This may cause the front of the vehicle to slip out of the cradle as it is being hoisted. The rear wheels being locked makes it impossible for an overhead crane to swing freely to accommodate the wheels of the truck. Most experienced hoist operators will tell the driver to release the brake and leave the truck out of gear. During the busy season, however, the operator may forget this, or he may be so rushed that he cannot get into each truck to see that this has been done.

Another possible hazard that causes accidents of this type is the trailer hitch on the rear of the truck. Some trailer and straight trucks have these hitches attached, and when the truck is being hoisted, these hitches may become entangled with the bars covering the dump pit — causing the truck to be pulled off the cradle. Prevention of this type of accident should be the responsibility of the employe controlling the flow of grain from the rear of the truck.

Electric Hoists

Occasionally the cable of an electric hoist does not space itself evenly on the drum, but stacks up on top of the next layer of cable and then suddenly releases — causing a sharp drop in the truck.

Air Hoists

When a loaded truck is hoisted, the sudden dumping of grain may cause the hoist to surge upward with the diminished weight of the truck — striking the overhead obstructions.

Some older hoists have two arm supports guiding the platform, bolted to the inside of the hoist well. If these bolts become loose, the platform can swing around — which can only be corrected by a new installation.

Overhead Crane Type

Stop pins should be provided on the overhead traveler of this type of hoist to prevent the crane from rolling or being pulled off the track.

When anything falls on the track of an overhead crane, the wheels become fouled and do not permit free travel — causing the truck to be pulled from the cradle, and the cradle to swing around and damage the cab of the truck.

Cable slippage, jarring or settling of the building may cause the wheels of the upper track to bounce off on side permitting the entire structure to fall. This condition could be at least partly remedied by the manufacturer building the wheels on the overhead track similar to train wheels. —*Safety Eng. Dept., Kemper Insurance.*

MAINTENANCE CREWS

One of the Ontario accident prevention groups recently raised this question: Because of the generally higher frequency of injury on maintenance work, there should be a more careful selection of the men

appointed to maintenance crews and there should be some direct and continuing effort on the part of plant supervision to see that men on maintenance crews are carefully instructed and properly supervised in order to prevent accidents. That a maintenance crew which includes some accident prevention employes is an indication of poor selection on the part of someone.

COLOR MARKINGS

How many plants make adequate use of colors on their premises to designate areas requiring special attention of passers-by? Color helps to emphasize the conditions present and encourages positive reactions.

In case you do not have the designations at hand, here they are:

Red—Fire prevention; also danger color.

Blue—Caution color.

Yellow—Warning color.

Orange—On guard color.

White—Zone marking color.

Green—First-aid color.

GOOD SAFETY STUNT

A company at Barberton, Ohio, uses play balls, about 10 inches in diameter, dipped in white paint and then made up with the NSC Green Cross for Safety for safety advertising in all departments.

When a disabling injury occurs, the green cross safety ball is replaced with a similar ball painted black, bearing a figure "8" in white. The idea works — everyone wants to stay from behind the 8-ball in safety.

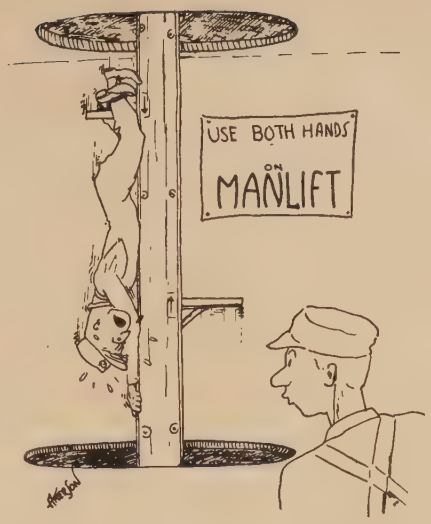
SAFETY EDUCATION PAYS DIVIDENDS

An important function of safety education is the development of safety-mindedness, or a constant consciousness of accident prevention, in every worker.

Workers will reflect the behavior and attitude of their foremen. It has been established that a careless employee can get hurt on the best of equpiment and that a careful employee can work safely under adverse conditions.

Foremen must therefore develop a proper attitude among their men in addition to maintaining a comprehensive safety program. They can encourage a safe employee attitude in the following manner:

1. Show a personal interest in the safety of each man.
2. Stress safety when interviewing and breaking in new men.
3. Indicate hazards in all new methods and jobs.
4. Delegate men to perform specific accident prevention duties.
5. Encourage the wearing of protective equipment.
6. Post safety messages that apply to local problems.



"How d'ya get offa this darn thing?"
—*The Millwheel*

7. Reinstruct men who have developed unsafe working habits.
8. Issue written orders and safe operating standards.
9. Warn violators of safe practices rules and explain that discipline is necessary for their own protection.
10. Invite and apply suggestions from the men.

It is equally important to avoid those things that may discourage employee co-operation with the safety program.

1. Failure of the supervisor to set a good example.
2. Improper or vague instruction.
3. Poor discipline.
4. Delays caused by poor planning.
5. Inattention to complaints and grievances.
6. Lack of physical safeguards.
7. Poor arrangements and lax housekeeping.
8. Overemphasis on speed.
9. Failure to acknowledge employee safety suggestions.
10. Too many rules.

WHY SELL SAFETY?

Important to any sales campaign is the advertising of the product. And so long as people are inclined to forget to a greater degree than they remember, the importance of accident prevention and safety must be kept constantly before them. — *The Westerner.*

Books Received

DISEASES OF CEREALS AND GRASSES IN NORTH AMERICA

By Roderick Sprague, Ph.D., Pathologist, Agric. Exper. Sta., Washington State College. 538 pages. Profusely illustrated. Green buckram binding. Published by The Ronald Press Co. New York. Price $7.00.

An exhaustive treatise on the fungi (except smuts and rusts) which attack our grains and grasses. It is the result of painstaking personal work on the part of the author, and the collation of material from other pathologists and other sources. Although the text is lengthy, it is much more condensed than some of the monumental works extant on the same general subject. As a means of quick and reliable reference on fungus diseases of grain, the book should prove very valuable.

Plants and People

HALLOWE'EN IN OMAHA

The Omaha SOGES Chapter and its auxiliary enjoyed a Hallowe'en Hard Times party at the home of John Goetzinger on the last day of October.

WELTE PROMOTED

Dunkin Welte of Ralston Purina, Bloomington, Ill. (and active member of SOGES Chicago Chapter) was recently made Asst. Plant Superintendent under Jay Clark.

Herman Huskisson succeeded "Dunk" as Elevator Superintendent.

ZELENY SYSTEM IN MINNEAPOLIS ELEVATOR

Recently installed in the 21 bins of the Concrete Terminal Elevator of Van Dusen-Harrington Co., Minneapolis was the Zeleny System for reading temperature of grain. Supt. Clyde Thorkildson reports that the system is working very satisfactorily.

CONVERSION OF SHIP YARD TO GRAIN STORAGE

John H. Odenbach, owner of the Odenbach Shipbuilding Corporation, Rochester, N. Y., is converting his plant so that it can be used for storing grain of the CCC. The building is very large having been used for the construction of tankers during World War II. It was rated as one of the world's largest enclosed shipbuilding yards.

Reinforced concrete bins are being built into the main structure and the capacity may reach 3 million bus. A. E. Herron is in charge of the work and is also acting as temporary superintendent.

FRANK BUTT DIES

Persons in all levels of the grain industry were saddened by the death of George Franklyn Butt (more generally known as Frank Butt) at his home in Chicago on Nov. 26. He had a wide acquaintanceship and friendship with grain men and was a long-time member of the Society of Grain Elevator Superintendents (Chicago Chapter). As a leading terminal grain elevator builder he is credited with contributing a great many improvements to the mechanical handling of grain and grain products.

Mr. Butt was born in Ogdensburg, N. Y. on Sept. 13, 1883. When he was about 12 years old his family moved to Depot Harbor, Ont. and at an early age he worked for the Canadian Pacific Railway. Then he secured a job with the John S. Metcalf Co., Chicago as a timekeeper and steadily climbed the ladder of success. His progress with this concern, due to ability and hard work during the 45 years he worked there, was almost phenomenal.

He became secretary, then vice-president and finally president. The last position he held for almost 20 years.

Funeral services were held in a chapel on N. Sheridan Road, Chicago on Nov. 30 and were attended by a throng of friends. Interment was in All Saints Cemetery. He is survived by a widow, a daughter, two sisters and a brother.

NEW RALSTON PURINA UNIT AT LAFAYETTE

Donald Danforth, President of Ralston Purina Company, announced last month that his company plans to install a complete new soybean solvent extraction unit at its present Lafayette, Ind. location. The present mechanical press extraction plant will continue its operation during the construction period of the new unit, which when completed, will materially increase the soybean crushing facilities of the company at Lafayette.

The contract for furnishing all equipment, engineering and services in connection with the complete new plant has been awarded The French Oil Mill Machinery Company of Piqua, Ohio, who will act as engineers, general contractor and equipment suppliers.

The construction of the building,

structures and foundations, setting of machinery and conveyors, piping and plumbing, electrical wiring (insulation, painting and other work involved in the project) will be sub-contracted by The French Oil Mill Machinery Company. Local Lafayette contractors will be given every opportunity to submit bids.

It is anticipated that the new plant will be in operation early in the summer of 1951.

PATERSON MERGER

Announcement is made of the amalgamation of N. M. Paterson & Co., Ltd., and Paterson Steamships, Ltd., both of Fort William, Ont. under the name of N. M. Patterson & Sons, Ltd. The separate activities of the firm will be conducted by a Grain Div. and a Steamship Div.

OUT-OF-TOWN VISITORS

Charles J. Mitchell, Mill Mutual Agency, Minneapolis, Minn.

Dunkin Welte, Ralston Purina Co., Bloomington, Ill.

Hylton R. Brown, Grain Dust Explosion expert, U. S. Bureau of Mines, College Park, Md.

Frank C. Blodgett, The Weevil-Cide Co., Kansas City, Mo.

James Auld, Hales & Hunter Co., Minneapolis, Minn.

Frank J. Kohout, A. C. Horn Corporation, Minneapolis, Minn.

Neal Leischmann, W. C. Wiedenmann & Son, Inc., Kansas City, Mo.

Roy Gorgen, The Day Co., Minneapolis, Minn.

YOUNG MEN AT AMERICAN MAIZE HELM

Recent publicity emphasizes that the large plant of American Maize Products Co., Roby, Ind., is being operated by men, comparatively young in years and who are all self-made. The plant covers 84 acres of which 45 acres are under roof in 47 buildings.

The plant manager is Earle E. Langeland, 40 years old. He started with the company 10 years ago as a research chemist, and later became assistant foreman, assistant superintendent, starch division manager, and assistant plant manager in charge of operations. He became plant manager last year.

Of three assistant plant managers, Harold Adams, in charge of operations, is the eldest at 45. He started with the company in 1923 as a sweeper in the corn tower. Other jobs were in the oil canning department and oil refinery until he had a succession of promotions to assistant superintendent, division manager, and operations superintendent. He became Langeland's assistant last December.

Carl Henning, 39, youngest of the group, got his start with the company by a different route. He began as an accountant in the control department in 1935 and later became assistant controler, manager of the refinery and chemicals division, and last year, assistant plant manager in charge of control.

Gerald McGeorge, 42, after 12 years of previous business, engineering, and chemical experience became associated with American Maize in 1945. He worked thru a succession of jobs as assistant head of the planning division, mechanical supervisor in charge of maintenance, and division manager of a recently developed dessert product. Last year he was appointed assistant plant manager of technical problems.

CONFERENCE ON INDUSTRIAL PERSONNEL

A "Conference on Industrial Personnel" at Columbia University, New York, will be held March 19 to 23, 1951. Under the theme of "The Frontiers of Personnel Administration," certain new concepts of personnel administration will be presented in lectures and round-table clinic discussions between authorities on various phases of personnel administration and representatives of approximately fifty leading industrial and business concerns. Many of these new concepts and ideas have been tested experimentally in certain industrial organizations but have not as yet been widely publicized or their advantages realized on a broad front.

Of major interest, Prof. W. W. Waite, who will head conference, points out, is the fact that "each company represented will send both a top personnel executive as well as a first-line supervisor to the conference. It is believed this is the first time that foremen, who must implement and carry out policies, have had an opportunity to express, in such a conference, their thoughts and reactions to personnel administration ideas in the formative stage . . . before management's adoption.

PROGRESS IN CAR UNLOADING

One of the bottlenecks in getting grain cars disposed of over weekends is being worked out satisfactorily through an understanding between Assn. of American Railways and operators of terminal facilities to the effect work will be carried on Saturdays and Sundays provided enough cars are in sight to warrant operation.

The procedure worked out involves elevator superintendents checking with yardmasters to determine prospect for switches, with management pledged to co-operate in supplying the information and authorizing work.

COMING EVENTS FOR CHICAGO CHAPTER

Tuesday, Jan. 16 — Meeting at Phil Schmidt's with film of Screw Conveyor Corporation. Chairman Ed. Escher.

Monday, Feb. 5 — Tour through Arco Bag Co. plant, Chicago.

Saturday, Mar. 10 — Ladies Night Party.

Tuesday, Apr. 3 — Tour through Corn Products Refining Co. plant, Argo, Ill.

Monday, May 7 — Tour through Continental Grain Co. elevator, Chicago.

Monday, June 4 — Michigan outing.

IN THE HOPPER

Tom: "I think we ought to teach that girl the difference between right and wrong."

Jerry: "Good idea. You teach her what's right."

A young lady oyster had just returned from her first date with a lobster and was telling her girl friend about it. "He was simply marvelous," she said. "First he looked deep into my eyes. Then he put his arms around me. Then he . . ." Suddenly she stopped and a look of dismay came into her eyes as she clutched her throat and screamed. "Gosh . . . my pearls!"

A pretty girl appeared at a party wearing a tiny silver airplane on a chain around her neck. It was a cute ornament and she was not only proud of it but quite conscious of it. She found her dinner partner eyeing her in the direction of the silver trinket and so she asked him proudly by way of starting small talk: "Do you like my little airplane?"

"Yes," replied the young gallant by her side, "but mainly I was admiring the landing field."

The young lady who was behind several payments on her refrigerator received a letter from the finance company.

"What would your neighbors think," stated the letter, "if we found it necessary to come and repossess your refrigerator?"

Several days later the finance company received the following note from the young lady: "I have taken the matter up with my neighbors as you suggested and they all think it would be a lousy trick."

Politician: "The people wouldn't elect me because of my youth."

Supporter: "But you are fifty years old."

Politician: "I mean my misspent youth — they found out about it."

It was Tewkberrie's 104th birthday and the reporters were interviewing him. "What would you say is the main reason for your longevity?"

"The reason I have lived so long," Tewkberrie said brisky, "is that I never took a drop of liquor in my whole life."

Just then there was a terrible crash from the next room.

"What's that?" asked the reporters.

"Oh, that's my father," Tewkberrie answered. "He always makes a lot of noise when he gets drunk."

The soldier was reading a letter from his wife, and didn't seem too pleased about it

"What's the matter?" asked his chum. "Is there trouble at home?"

"Well, not exactly," replied the soldier, "but we've got a freak in the family. It says here, 'You won't know Willie when you come back; he's grown another foot.'"

Mrs. Papoofnik was proud of her little boy's scientific knowledge, and liked to show him off in front of her bridge club.

One afternoon she asked her poor man's quiz kid: "Humphrey, what does it mean when steam comes out of the spout of the kettle?"

"It means," said Humphrey, "that you are going to open one of Daddy's letters."

Old lady (to little boy smoking): "You better stop doing that or you'll never be President of the United States."

"I never will be anyway, lady, I am a Republican."

CLASSIFIED

WANTED—Licensed Grain Inspector. Liberal starting salary. Forty hour week with time and a half for overtime, other benefits. Apply in own handwriting. Address—X50A. Grain, 327 S. La Salle St., Chicago 4, Ill.

A Christmas Prayer

WHEN minds of men are turned against You,
O God, have mercy on our souls.
When voices of men call upon You,
O God, pay heed to all our prayers,
For we are slow and blundering thinkers
Whose minds deny that which our hearts
Believe is true.

When hands of men kill and destroy,
God, help the young and innocent.
When bodies of men lie slowly dying,
God, give their minds comfort and release.
But this, above all else, we ask,
O God, be patient with this world that
You created.

For there is hope.
While one voice is lifted in a joyous song,
While one person, freehearted, executes a dance,
While one artist can create an image,
While one song, however poor, is still composed.
If words written anew present a different thought
Then there is hope.
While one child laughs
While one woman loves
While one man works
While one old person remembers
If one youth dares to dream
Then there is hope.
While man discovers one new thing on earth
While man creates one new machine
While a farmer plows one field
While a laborer lifts one stone
If a doctor saves one life
Then there is hope.

We pray, not to destroy our enemies,
But ask of You, instead, O God,
The wisdom, strength and patience for teaching
That, in teaching, we may also learn.
We pray not only for this generation
But for the one that soon shall be.
Our prayer is this:

May our children never know the horror
Of a tyrant's rule,
But live and love and laugh without that fear.
May our children never know the horror
Of another war,
But live and love and laugh in peace;
Building their homes;
Raising their families;
Doing their work;
Singing their songs;
Without fear of future wars.

RUTH SCHENK